

Time for Robes, Gloves and Weed Chains

We have them, all kinds and sizes

C. E. Gates

Medford, Oregon

The People's Forum

On the Wing.

(By Henry G. Gilmore.)

I have been quite recently such a bird of passage as to "take in" Hilt, Cal., on the one side, and the territory that lies between "Ashland the Beautiful" as far north as Seattle on the other.

Our ever-active and accommodating Southern Pacific and the O. & W. were the happy instruments of transporting, safe and sound, my august personage to the great Puget Sound city of Seattle, which years ago Henry Ward Beecher prophesied would in time become the New York city of the Pacific coast country.

The ride from Ashland by the 7:40 a. m. train places the traveler in complete possession of the entire route by daylight from Ashland to Portland, and it may be stated, without undue elation on the part of the average Oregonian, that nowhere can any stretch of country be found that can vie with it in natural picturesque beauty in which the element of variety so overwhelmingly asserts itself. A marked contrast in this particular is observable in the passage between Portland and Seattle, and the towns at all conspicuous are Vancouver, Centralia and Tacoma—the latter being one of the most desirable locations in the Evergreen state where home comforts and a less strenuous life can be assured. Its Point Defiance furnishes pride and recreation to thousands of summer tourists. Portland, for occult reasons, hardly seems to be up to its former self—the frequency, as one perambulates the streets, of "This store to rent" in marked contrast to Seattle—indicating a situation which all well-wishers to Oregon's commercial prosperity and, perhaps, supremacy, in many ways, can not but regret. The Columbia Highway is emphatically a Portland undertaking and sets forth the enterprising spirit of its pushing business men. Its City Park and, above all, its Portland Heights are features to be reckoned with in comparison with other cities.

There is only one Seattle, perhaps, the world over, and its commercial future, nourished as it is by so many enviable projects, will in a few years astonish even the most credulous.

"Only 'Gets-It' for Me After This!"

It "Gets" Every Corn Every Time. Painless. Nothing More Simple.

"I'll tell you what, I've quit using toe-eating salves for corns. I've quit making a package out of my toes with bandages and contraptions—quit digging with knives and scalars. Give me 'GETS-IT' every time!"



When You See These Pretty Girls in Your Druggists' Window It's a Good Time To Get Your Corns.

That's what they all say the very first time they use "GETS-IT." It's because "GETS-IT" is so simple and easy to use—put it on in a few seconds—because there is no work or corn-fooling to do, no pain that shoots up to your heart. It gets your corns off your mind. All the time it's working—and then, that little old corn peels right off, leaves the clean, corn-free skin underneath—and your corn is gone! No wonder millions prefer "GETS-IT." Try it tonight. "GETS-IT" is sold and recommended by druggists everywhere. See a bottle or sent on receipt of price by E. Lawrence & Co., Chicago, Ill.

Sold in Ashland and recommended as the world's best corn remedy by J. J. McNair, McNair Bros.

SEEK PROGRESSIVE AND LABOR VOTES ON FALSE CLAIMS

Democrats Posing as the Enactors of Legislation Which the Indisputable Facts Show to Be of Republican Origin.

AUTHORITY ON SOUND SOCIAL LAW CITES 11 GLARING CASES

Organized Labor Resents This Deception and Running True to Form Will In November as at Many Previous Elections Indignantly Smite Those Who Without Justice Lay Claim to Its Gratitude—Even the Much Touted Federal Reserve Law Is Based Entirely on the Statistical Research of a Republican Administration.

That "No class is more instant than labor to condemn and punish those who without foundation lay claim to its gratitude" is the assertion of John Williams, ex-commissioner of labor, apropos of certain false claims set forth by Vance McCormick, Democratic national chairman, in behalf of his party.

Chairman McCormick caused to be published in the New York Times, on July 31, an appeal for Progressive and Labor support, based on "twenty measures enacted by congress while President Wilson has been in the White House," and for which he claims credit for the Wilson administration and asks Progressive approbation. Commenting on this statement, the former commissioner of labor says: "Students and promoters of sound social legislation will do well to examine this list, for it contains a number of items of unusual interest."

"We may well believe that it was with a great deal of pride that Mr. McCormick contemplated the record of his party and that he drew a vivid mental picture of Progressives docking to the support of Mr. Wilson because of the things claimed on behalf of this administration."

"It is a pity that in the interest of truth, which knows neither Democrat, Progressive nor Republican, we must mar this remarkable statement. Nevertheless it is our duty to call attention to the fact that in his effort to induce support for Mr. Wilson the chairman of the Democratic national committee has fallen into a glaring error. We have no desire to disparage the achievements of the Wilson administration, but we must enter emphatic protest against any attempt to pad the record."

"Mr. McCormick claims 'twenty measures enacted by congress while President Wilson has been in the White House.' This claim we dispute. More than one-half are measures enacted under a Republican administration and were approved by ex-President Taft, and for others the Democratic administration deserves no credit."

"Let any one think that this is a groundless assertion, we herewith furnish the record, which can easily be verified:

"From among the twenty pieces of legislation cited by Chairman McCormick I select the following:

"(1) Eight hour law on government work. In effect March 1, 1913. Signed by Mr. Taft.

"(2) Eight hour provision for post-office clerks. In effect generally Aug. 24, 1912.

"(3) Eight hour provision applicable to the manufacture of ordinance for the government. In effect Jan. 1, 1913. Signed by Mr. Taft.

"(4) Children's bureau. In effect April 9, 1912. Signed by Mr. Taft.

"(5) Industrial commission law to investigate industrial relations. In effect Aug. 23, 1912. Signed by Mr. Taft.

"(6) The phosphorus match law. Enacted in 1912, effective as to the importation of white phosphorus matches July 1, 1913, and as to the manufacture of such matches July 1, 1913. Signed by Mr. Taft.

"(7) The department of labor law creating a department with a secretary who shall be a member of the president's cabinet. In effect March 4, 1913. Signed by Mr. Taft.

"(8) The parcel post law. In effect Jan. 1, 1913. Signed by Mr. Taft.

"(9) The federal reserve law, which, while passed during this administration, is based entirely on the vast work of investigation and compilation done by the monetary commission during the Taft administration and closely follows, except in certain details, the legislation recommended by that commission."

"(10) The eight hour law for the District of Columbia was fathered and put through by a Republican, Senator La Follette.

"The anti-trust law antedates the Cleveland administration, although President Cleveland never enforced it. From time to time, as with all great legislative acts, it has been necessary to amend or add to it, and the anti-trust law of the Wilson administration was merely such an amendment, a logical development of the original act."

"(11) The Commerce Court was actually abolished during the Taft Administration, although it has not been demonstrated that its abolition was a wise step."

"Any statement hereafter emanating

from Mr. McCormick will be subjected to the closest scrutiny. The errors in his first effort are inexcusable and can only arouse resentment among labor men and social workers. No class is more instant than labor to condemn and punish those who without foundation lay claim to its gratitude.

"Will Mr. McCormick explain his padding of the Record?" (Signed) JOHN WILLIAMS, Ex-Commissioner of Labor, New York State.

AN UNBIASED VIEW.

Comment in Washington Shows Hughes' Speeches Have Concrete Effect.

From Washington correspondence New York Evening Post:

It is idle even for the Democrats to claim that Mr. Hughes' speeches have not been effective. Whether or not they have seemed so to the voters in the west and northwest is something very difficult to judge at this distance, but it is not to be denied that right here in Washington Mr. Hughes' utterances have had a very concrete effect. It is an ill wind that blows no good. The rumormongers that Mr. Hughes has stirred up about civil service reform has really got under the skin of the administration. It is something which the president and his political advisers carelessly ignored. So it is with a portion of Mr. Hughes' criticism of the Mexican policy. When he argues that the paramount duty of the United States is to protect its citizens abroad in their lives and property he is standing on unimpeachable ground. And the administration knows it. The effect certainly of Mr. Hughes' remarks will be to stiffen the hand of the administration in dealing with a question of protection for Americans abroad.

HUGHES' LABOR RECORD.

When Mr. Gompers, remembering only that he is a Democrat and forgetting that he is a leader of organized labor, ventured to assert that Mr. Hughes is unfriendly to labor because he concurred in the unanimous decision in the Danbury hatters' case, he ventured on very thin ice. The Chicago Tribune promptly reminds him that an honest judge must apply the law as he thinks it is, not as he thinks it ought to be, and asks him to tell those who look to him for political advice something about the record of Mr. Hughes as governor. Read what the Legislative Labor News, the official organ of the New York Federation of Labor, said editorially when Mr. Hughes left the governor's chair at Albany for his place on the supreme court. Here it is:

"Now that Governor Hughes has retired from politics and ascended to a place on the highest judicial tribunal in the world, the fact can be acknowledged without hurting anybody's political corns that he was the greatest friend of labor laws that ever occupied the governor's chair at Albany. During his two terms he has signed fifty-six labor laws, including among them the best labor laws ever enacted in this or any state."

"He also urged the enactment of labor laws in his messages to the legislature, even going so far as to place the demand for a labor law in one of his messages to an extra session of the legislature."

"Only 162 labor laws have been enacted in this state since its erection in 1777—in 133 years. One-third of these, exceeding in quality all of the others, have been enacted and signed during Governor Hughes' term of three years and nine months."

Let organized labor take to heart what the Chicago Tribune says on this point: "Mr. Hughes is no demagogue and no visionary. He is a man of courage and conscience, and if labor cannot confide in his cause to his rock-bottom Americanism there is something wrong with its cause."—Boston Herald.

THE GREATEST OF READJUSTERS

(From the New York Evening Post.)

We do not see why there should have been any stir in the senate over the discovery that President Wilson has completely reversed himself in the matter of the proposed child labor law. Senator Borah was able to show that Mr. Wilson described this legislation in his "Constitutional Government" as unconstitutional and "obviously absurd extravagance," carrying the congressional power to regulate commerce beyond the "utmost boundaries of reasonable and honest inference," and making it possible, if sustained, for congress to legislate over "every particular of the industrial organization and action of the country." That, we must confess, has also been the Evening Post's view. But the Evening Post and Senator Borah are old fogies, dating back to the time when it was the custom to have fixed beliefs and principles and stick to them.

The senator has evidently not read Mr. Wilson's letter in explaining his change of front on the tariff commission—that it is only a narrow man whose mind is stupidly closed to new ideas, who does not alter his opinions. By this test Mr. Wilson is obviously one of the broadest minded men this country has ever produced, for he has changed his mind to date on the initiative, referendum, recall, woman suffrage, the tariff commission, tariffs for revenue only, a permanent diplomatic service beyond politics, the merit system in the civil service, the proper place of Tammany Hall in the scheme of the universe, child labor legislation, preparedness, Bryan, a continental army—but why continue? It is a long enough list to prove that Mr. Wilson's political views are not fossilized by any fear of inconsistency.

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PAULSERUD & BARRETT

About Railroad Investments

"One of the most serious problems now confronting the American people is that of assuring the prompt movement of railroad traffic when our population is twice what it is now, and during the years when the increase is taking place. For years to come, and perhaps forever, huge sums will be required each year for new lines, double, triple or quadruple tracks, terminals facilities, costly stations to satisfy local pride, but which do not increase earning power; improvement of alignment and grades, often involving costly tunneling; new equipment, in addition to mere replacement; electrification of important lines, and whatever else we know of now or which human ingenuity may discover or invent, and which is properly charged to capital account. When we think of all these urgent requirements, the late Mr. Hill's estimate of a billion a year seems very moderate."

"The question is, where is the money to come from? Those who talk the most and think least blithely say, 'There must be government ownership.' As that would involve exclusion of all federal-owned railroad property from state and local taxation, a new national indebtedness of from fifteen to eighteen billion dollars at rates of interest greater than the strongest systems have hitherto paid, and a certainty that under government ownership the service would be poorer than we now get and its cost greater, that position need not be considered. What is now to be considered is the probability of the money being supplied by private investors."

"When dealing nationally with the subject, one must write in terms including all the railroads, while the fact is that some railroads are very profitable and some are operated at a loss. Some have still sufficient equity represented by stock ownership to enable them to borrow at current rates, while others cannot borrow at all."

"It may be conceded at once that if the railroads could be assured of the net income which they are now getting, there would be little trouble in selling shares as well as bonds, even if, without raising rates, wages of all employees were largely increased."

"But there is no such assurance. And the large profits now made by the carriers are but to a very limited extent distributed in increased dividends, but are necessarily used to make betterments and provide the equipment whose necessity was foreseen, but for which the money could not be got during the years immediately preceding, when approximately a third of the railroad mileage of the country went under receiverships, from which perhaps 20 per cent of the total mileage has not yet emerged."

"The facts are substantially as follows, according to the figures compiled by the Interstate Commerce Commission:

"From 1907 to 1914, the actual new cash invested in American railroads was \$3,627,283,380. In 1914 the actual net income available for interest and dividends was \$74,110,851, less than in 1907. If it be said that business was remarkably good in 1907, and remarkably poor in 1914, and that years constantly vary, it may also be said that in but two years between 1907 and the beginning of war prosperity did the increase of 25 per cent in the capital of the railroads bring any additional

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net revenue whatever, and in those years it was trifling.

"The borrowing power of many—perhaps most—American railroads is exhausted. Shareholders must yearly supply large amounts of new capital before they can hope to sell any bonds. And there are not a dozen railroads in the country which can sell shares at all."

"The railroads of the country are at a standstill. In spite of the present wonderful prosperity, the saving and accumulating people of the country who over-freely bought railroads are now putting their money into industrial enterprises, bonds supported by the taxing power in this and foreign countries, foreign industrial and other enterprises, and in fact anything on earth other than American railroads. Insurance and other institutions which ought not to buy shares are buying back the underlying railroad bonds from Europe, but that does not give the railroads any new money."

"How are the American people to get a billion dollars of new money a year, imperatively needed by American railroads? It can only be by making adequate dividends probable."—San Francisco Chronicle.

Prineville voting \$100,000 bonds to aid in financing construction of a railroad from the main line of the Oregon Trunk to that city by a vote of 258 to 1 is the greatest advertisement it can give the world that it wants capital to come there and invest, and it is willing to back its invitation with an investment of its own.

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doctor's prescribe SCOTT'S EMULSION—it contains the vital elements nature craves to repair waste, create pure blood and build physical strength. No Alcohol or Opium
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